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SUPPLEMENT TO
 REPORT NO.

COUNTRY Hungary

SUBJECT MAVAG (Hungarian State Iron, Steel, & Machine
 Factory)/Tiszaalac Power Plant

25X1 PLACE
 ACQUIRED [REDACTED]

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1. [REDACTED]

2. Hungary's largest iron and steel factories were the MAVAG plants [Magyar
 Allami Vas, Acél- és Gépgyár - Hungarian State Iron, Steel, and Machine
 Factory] at Diosgyor, Gyor, and Budapest; the Rimamuranyi Iron Factory at
 Ozd; the Manfred Weiss Factory at Csepel; and the Salgotarjan Factory.

3. The Diosgyori Vasgyar [Diosgyor Iron Factory] is situated near Miskolc.
 The components of the factory are indicated by numbers on Map "A."

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- | | |
|-----------------------------|-----------------------------|
| 1 Passenger Station | 5 Terminal of Lillafured RR |
| 1-a Freight Station | 6 Underground wells |
| 1-b Gomori Station | 7 " " |
| 2 Water Works | 7-a Reservoir |
| 3 Tapolca Spa Hotel | 8 Paper Factory |
| 4 Diosgyor Vasgyar | 9 Soviet billets |
| I New Factory | 10 Soviet billets |
| II The old original factory | 11 Lake Hamor |
| III Magnesium Factory | |

4. This factory [See No 4 on Map "A"] occupies several square miles in area
 and is connected with the railroad network of Miskolc.

5. Miskolc has three large railroad stations. The passenger station is indicated
 as No 1, the freight station No 1-a, and the so-called Gomori station as No 1-a
 on map "A."

SEE LAST PAGE FOR SUBJECT & AREA CODES

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25X1A

6. The passenger station is on the main line of Budapest to Kassa, and with the help of the other two stations it handles all passenger and freight traffic between Hungary and the USSR.
7. Miskolc is a strategically important military center since it has an independent army corps, a military airport, and three large barracks.
8. The shortest route from the USSR to the Hungarian-Yugoslav border passes through Miskolc via Debrecen, Berettyoujfalu, Bakescsaba, Mako, and Szeged.
9. The highway passing through Miskolc leads also to the regions east of Tisza. The Miskolc-Satoraljaiuhely highway, as well as the Csap-Kiralyhelmac highway leading to Czechoslovakia, and Austria, ties into this highway network.
10. Miskolc is the point of departure of the small independent railroad leading to the 13-kilometer distance to the Palota Hotel in Lillafured, and the paper mills in Uj Diosgyor. The terminal of this railroad corresponds to No 5 on Map "A." The railroad handles passenger and freight traffic between Miskolc, and Lillafured which is currently the headquarters of the Soviet staff.
11. The Soviet billets are indicated by Nos 9 and 10 on Map "A."
12. Another mine railroad and connecting road leads from Miskolc to Goromboly-Tapolca, the famous spa which is only nine miles from Miskolc. The drinking water supply of Miskolc is purified here. The Water Works is indicated as No 2 and the Tapolca Spa Hotel as No 3 on Map "A."
13. The Diosgyor iron and steel factory consists of three parts:

The new factory on whose territory the cannon and munitions testing plant is situated.

The old original factory.

The Magnesium Gyar [Magnesium Factory]

[See I, II, and III on Map "A"]
14. The old factory includes the open hearth furnaces, the rail rolling mills, various shops, and the Eastern Electric Power Center which furnishes some of the power for the shops. Other sources of electric power will be discussed under the section dealing with the water works at Tiszaaluc.
15. The open hearth furnaces are the most important part of this factory. Originally only eight furnaces were operating but immense investments were made in the foundry after 1945.
16. The open hearth works were enlarged through the construction of an 80-ton Maerz furnace, and a 250-ton circular mixer with accessory hoisting cranes. The old furnaces were rebuilt with Radex and Miagomit bricks which permitted a 15-20% increase in production.
17. The iron and steel foundries which were badly damaged in World War II were rebuilt also.
18. There are now nine furnaces in operation. After World War II a modern ore brick factory was built.
19. The steel mill besides making rails, also made express train locomotives in conjunction with the Ganz factory in Budapest. These are the so-called Ganz-Kando electric locomotives equipped with a phase and period switch system.

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20. On the grounds there are two reinforced concrete air raid shelters, each capable of accomodating 12 hundred persons. The walls are made of reinforced concrete, two meters thick. There are also 10 reinforced concrete storage tanks, each having a capacity of one hundred cubic meters.
21. The new factory contains the shops which produce cannon parts, and grenade and shrapnel shells. The latter are taken to the completely closed off ammunition and testing plant for filling and packaging. The ammunition dumps were located here before World War II but they have moved to the Bukk Hills and are now in a hill near the Hamor mining settlement which lies beside the Lillafured railroad.
22. In general, the factory makes semi-finished weapon parts too. These are shipped by train to the munitions plant located in the hills at Sajobabony to be assembled. Tank parts are also made here as well as armor plate of various sizes.
23. The Magnesium Factory was built during World War II. The building itself was completed shortly before the Soviet occupation. Since the equipment was not installed till later, [redacted] It was supposed to get power from the Western Power Plant of the new factory.
24. The Eastern Power Plant has a capacity of 20 thousand kilowatts while the capacity of the Western Power Plant is 24 thousand kilowatts. Since this power became insufficient due to the enlargement of the factory, a water power plant was built at Tiszaluc to supply additional current.
25. This plant which utilizes the water of the Hernad River was equipped with two Ganz turbines and could produce 15 thousand kilowatts. It was completed in November 1944. The power plant is represented as Enclosures "A" and "B":
- (a) The dam which stores sufficient water to keep the power plant in operation even when the river gets low.
 - (b) Intake canal which leads water from the dams to the conduits. The canal is open.
 - (c) Two conduits having a 14 meter drop which draws the water from the canal through the grating into the two turbines.
 - (d) The turbine shed, and
 - (e) The take-off canal which channels the used water into the Tisza.
26. When Diosgyor requires no additional current, the Tiszaluc Power Plant supplies electricity to some of the neighboring communities.
27. Water Supply - It was very difficult to procure an adequate water supply for the factory and for the approximately 60 thousand workers living on the factory grounds. The industrial water supply comes from the Szinva brook, which is fed by the waters of Lake Hamor [See No 11 on Map "A"]. However, the paper factory in Uj Diosgyor had priority rights to the waters of the Szinva. Since this arrangement often left the Diosgyori Vasgyar short, the waters of certain springs which had been discovered near the ruins of the Diosgyor castle were collected in underground concrete wells [See No 6 on Map "A"] and led through a cast iron pipe to the water works in the residential area of the factory. The water works distributed the water for drinking and when necessary for industrial purposes [See No 7-a on Map "A"]

28. [redacted]

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- 25X1 29. One of the technical directors of the MAVAG Steel Mill was Karoly Massanyi,
The senior
engineer and chief of technical staff was Andor Leiterég.

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is Map "A".
It shows the

location of the following:

- | | | | |
|-----|-----------------------|-----|---------------------------|
| 1 | Passenger Station | 5 | Terminal of Lillafured RR |
| 1-a | Freight Station | 6 | Underground wells |
| 1-b | Gomori Station | 7 | " " |
| 2 | Water Works | 7-8 | Reservoir |
| 3 | Tapolca Spa Hotel | 8 | Paper Factory |
| 4 | Diosgyor Vasgyar | 9 | Soviet billets |
| | I New Factory | 10 | Soviet billets |
| | II The old | 11 | Lake Hamor |
| | original factory | | |
| | III Magnesium Factory | | |

- end -

ENCLOSURE (A): Tiszaluc Power Plant
(B): Tiszaluc Power Plant

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